

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

25X1

COUNTRY East Germany/USSR

DATE DISTR 24 February 1955

SUBJECT The Baade Group (Organization Name)

NO. OF PAGES 3

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)

25X1

DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

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1. About 10 June 1954, Dipl. Ing. B.C. Baade travelled from Savelovo to the GDR in order to prepare the repatriation of the German engineers of his organization. Baade, in agreement with the chief of the 7th Chief Directorate of the USSR Air Ministry, Ione Zagainov (fnu), had planned to move his organization to Dessau, while the GDR Government had selected Pirna as their future place of work. Baade and Prof Guenther Bock believed that the repatriation of the organization was delayed on request of the GDR Government because of economic difficulties in the GDR which did not favor the building up of a new branch of industry.
2. On 19 June 1954, Baade, Zagainov and one Zeiler (fnu), a representative of the GDR Government, returned to Savelovo. Zagainov stated that Baade's organization would be repatriated to Pirna on 28 and 29 June. Schkeuditz and Chemnitz were mentioned as places where the organization would resume its work.
3. After arriving at Pirna, Baade had conferences with Zeiler, Maister (fnu) and representatives of the GDR Ministry of the Interior. At 10 A.M. on 4 July, the members of the organization were officially welcomed in the conference room of the "Saamenstein Castle Installation". The engineers were first addressed by one Ziller (fnu) of the SED Central Committee and Professor Correns (fnu) spoke after him. They stated that no pressure whatsoever would be exerted against the members of the organization and that each of them could freely decide whether he wanted to stay in the GDR or to go to West Germany. Moreover, everybody could freely choose either to continue within the organization or to look for another job. In subsequent discussions, however, it appeared that the representatives of the Ministry of the Interior applied gentle pressure in inducing the engineers not to leave Baade's organization. On 8 July, one Kuenzel (fnu) said that the more prominent members of the organization would be presented with new work contracts between 15 and 20 July. Salaries offered were unusually high.
4. A total of about 200 specialists returned from Savelovo in the first shipment. About half of them had worked in the field of airframes and the other half had been employed in the field of aircraft engines. Most of the members who had belonged to the organization working on aircraft engines had been moved from Kuibyshev to Savelovo; a small portion had come from Ostashkov where they had been moved in the summer of 1953 in the hope of a speedy return. While in Savelovo, the organization had worked on the development of an airliner, code-name P-152, and the engines required for this plane. The project closely followed the lines of the P-150 bomber project. The P-152 airliner was designed for a take-off weight of about 43 tons and a range of 2,500 km at a speed of 750 km/h, and an altitude of

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10,000 meters. The plane was to be equipped with 4 turbo-jet engines of type OL4 each rated at 3,000 kgp static thrust. It was originally planned to have the first flight tests with the P-152 plane take place in the summer of 1955. However, it appeared improbable that this target date would be met. Before the German organization left Savelovo, all construction records were packed in boxes and turned over to a Soviet commission.

At the suggestion of the GDR Government it is planned to establish, in the USSR, a liaison designs office scheduled to be headed by one Gudkov (fau). Gudkov was allegedly awarded a Stalin prize for the designing of an aircraft. While the organization worked at Savelovo, Gudkov had to look after the German engineers. Bock believed that the designs for the airframe and the engines of the P-152 plane were to be completed in Pirna where the first prototype of the aircraft was also scheduled to be built. No decision had been taken on the airfield to be used for the testing of the plane. Klotzsche airfield was believed to be a suitable installation for that purpose. Since the model OL4 turbo-jet engines scheduled to be installed in the P-152 airliner would probably not be available in time for the first test flights, it was intended to have the first prototype equipped with two model Lyulko engines each rated at 5,000 kgp static thrust. In view of the fact that the take-off power of the prototype fitted with Lyulko engines would be much smaller than that of the planes fitted with four OL4 engines, the prototypes would not be employed as airliners.

5. It was believed that it was also intended to build aircraft in quantity in the GDR side by side with development work in Pirna. Details were not available. A twin-engine commercial plane developed by Ilyushin, of which only about 20 units had been manufactured so far, might be earmarked for production in the GDR. The plane involved may have a flying weight of 15 to 20 tons and is said to be equipped with 2 x 14 cylinder radial engines each rated at about 1,500 HP. Mass production of the airframe was expected to be started at Schkeuditz in the near future, while the engines of the plane were to be built at Chemnitz. Ultimately about 10 planes per month would be built in the GDR.
6. Statements made by various GDR Government representatives indicated that, for the time being, aircraft production was to be resumed secretly. The establishment of a GDR Air Ministry is not envisaged in the immediate future and the planned aircraft industry is to be controlled, in its initial phase, by the Ministry of Machine Construction. Aeronautical research work was scheduled to be resumed at a later date. In this connection the organization of a special department for aircraft construction at the Dresden Institute of Technology was mentioned.
7. Prof Dr Guenther Bock was informed by Baade and Zeiler that he was to head a ministerial department to be set up for the control of all development work in the field of airframes, engines and aircraft instruments. Bock was furthermore to be made chairman of a technical and scientific commission to be set up as an advisory body for the eventual GDR Air Ministry. In connection with the functions to be exercised by Bock in the GDR, it was also mentioned that he was to be president of a future Academy of Aeronautics and in this capacity was to control the aeronautical research institutes scheduled to be set up. Bock mentioned that the realization of the latter plans would, however, meet with political difficulties.

1. Comment: Probably the 7th Chief Directorate of the Ministry of Aviation Industry.

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